NIMA LIST OF LIGHTS CORRECTIONS

PUB 113 Ed 2002 NEW EDITION
(NIMA) 45/02

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 44/02
Page 54—Line 19/L to Page 55—Line 11/R; read:

3. Directly to CVTS Offshore by fax: (604) 666-8453.

4. Directly to Vancouver MCTS Center via E-mail: MCTSRMIC@ATTMAIL.COM

A 96-hour advance notice of arrival is also required of all vessels required to send the 24-hour advance report. If the time of arrival of the vessel into Canadian waters is less than 96 hours after departure from the last port-of-call, the 96-hour advance notice shall be sent as soon as practicable. The 96-hour notice is in addition to the 24-hour notice; the format and delivery process for the 96-hour notice are the same as for the 24-hour notice.

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
MIKE	ISM, if applicable, and if any issued to the vessel: 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: (a) What is the date of issue? (b) What is the date of expiration?
NOVEMBER	Vessel MMSI number.
OSCAR	Maximum present static draft.
PAPA	1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(l) through (a)(16) and (b) when applicable) 3. If a tank vessel, indicate whether loaded.
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage.
WHISKEY	**For approaches to Juan de Fuca Strait:** Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. Made the required notification and reports to Canada/United States as applicable? YES or NO. Notification/Reports required by: United States—U. S. Coast Guard-fax: (301) 261-4319. Canada—Destination port: Vancouver—fax: (604) 665-9099. Fraser—fax: (604) 524-1127. Nanaimo—fax: (250) 753-4899. **For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia:**

PUB 120 (Continued)

Designator	Required Information
	Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO.
XRAY	If bound for a Canadian port, expiration date of: 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. If bound for a U.S. port: 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State

(Can NM 8W/01, Section 4; Can SD PAC 200) 45/02

PUB 126 7 Ed 2002 LAST NM 44/02

Page 13—Lines 13 to 16/R; read:

Tatakoto (17˚20'S., 138˚25'W.) is a low atoll about 90 miles NW of Pukaruha that is wooded on the NW part. The lagoon is inaccessible from the sea, but a landing may be made near a copra shed adjacent to a village on the atoll's W side. The landing consists of a small harbor equipped with a wharf that can be reached via a 6m channel dug into the coral. Another landing point is located S of the village. The landing consists of a small harbor, with a 200m jetty and wharf, also reached by a dug channel.

(Fr NM 11/02) 45/02

PUB 154 8 Ed 2002 LAST NM 44/02

Page 10—Line 56/L; read:

the inbound traffic lanes is marked with four cautionary lighted

(Can NM 5W/01, Section 4) 45/02

Page 45—Lines 25 to 34/L; read:

situated at the W entrance of the narrows. Six white lights on the bridge mark the shipping channel. Two face E while two more face W; the remaining center lights are floodlights pointing down. The bridge piers on both sides of the channel are floodlit.

The CN Railroad Bridge spans the narrows close E of the Highway Bridge. The limits of the channel, which is 137.1m wide, are marked by fixed red and white lights at the base of the piers supporting the lift span. The E and W sides of the lift span are marked by red and green lights. The center green lights show the span is raised. The lift span has a vertical clearance of 46m when

(Can NM 9W/01, Section 4) 45/02

Page 64—Line 23/R; read:

of 13.5m alongside. Vessels up to 45,000 dwt, with a maximum beam of 30m, can be accommodated.

(Can NM 10W/00, Section 4) 45/02

Page 65—Line 14/R; read:

Several conspicuous oil tanks stand near the point; an oil pier, which is 49m long and has a least depth of 3m alongside,

(Can SD British Columbia, Vol. 1) 45/02

Page 67—Lines 14 to 16/R; read:

mud, and are for use by large commercial vessels.

Small vessels can anchor in Mark Bay, N of the seaplane basin. The S limit of this anchorage is marked by buoys.

(Can NM 10W/00, Section 4) 45/02

PUB 154 (Continued)

Page 72—Line 9/L; read:
and close ESE of Rudder Rock.
(Can NM 10W/01, Section 4) 45/02

Page 79—Line 12/R; read:
heard for several miles. Currents in the rapids may reach 16.5 knots on the flood and 16 knots on the ebb during large tides.
(Can SD British Columbia, Vol. 1;
Can NM 12W/01, Section 4) 45/02

Page 153—Line 43/L; insert after:
Caution.—It has been reported (2001) that depths in the bay are less than charted.
(Can NM 10W/01, Section 4) 45/02

Page 157—Line 23/R; insert after:
Caution.—A drying rock lies in the middle of Julian Cove.
(Can NM 8W/01, Section 4) 45/02

Page 160—Lines 5 to 6/L; read:
tower standing close within the extremity of the cape. Three prominent white
(Can NM 9W/01, Section 4) 45/02

PUB 155 7 Ed 2001 LAST NM 10/02

Page 114—Line 43/R; insert after:
Vityaz Marine Terminal (52˚42'N., 143˚33'E.) is located approximately 12 miles SE of Pil'tun. The terminal consists of the FSO Okha which is moored to a SBM, with a production platform approximately 1 mile to the N. A submarine pipeline connects the two. The terminal operates during the ice-free season. Tankers load using equipment supplied by the terminal, with their bow connected to the stern of the FSO.
Pilotage.—Pilotage is compulsory, and the pilot usually boards in the anchorage, approximately 3.5 miles E of the terminal.
(BA NM 6/02) 45/02

Page 167—Lines 20 to 30/L; read:
harbor sheltered from all winds except from the S.
Port Khasanskiy (42˚38'N., 131˚05'E.) lies within the W basin of Bukhta Troitsy. It is a small harbor mostly used by local traffic.
Aspect.—Mys Slychkovo, backed by a conspicuous pillar-shaped peninsula known as Poluostrov Zarubina, is con-nected to the mainland by a low isthmus and forms a basin on the W side of the bay that can be used by small craft from the anchorage.
Ostrovok Brauzera, an oblong islet of shingle and gravel, lies on a reef connected to the NE shore of the peninsula and effectively blocks the S part of the basin.
Pilotage.—A pilot boarding area has been established in the vicinity of 42˚37'N, 131˚03'E. Pilotage is compulsory for vessels exceeding 1,000 gt, and is only available during daylight hours.
(US CH 96039; BA NM 31/02) 45/02

Page 167—Line 37/R; insert after:
Pilotage.—For vessels over 500 gt or 50m in length, pilotage is compulsory and a tug escort is required. Pilots board vessels approximately 7.5 miles SE of Mys Nazimova. Night pilotage for vessels over 5,000 gt is available only if all approach channel navigational aids are operating properly.
(BA NM 31/02) 45/02

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 18
LAST NM 42/02

Page 261—Paragraph 180; read:
In March 2000-December 2001, the controlling depth in Chelsea River was 31.5 feet (34.6 feet at midchannel) to just past the Chelsea Street Bridge, thence 36.6 feet (38.0 feet at midchannel) to the basin about 0.6 mile above the Chelsea Street Bridge, thence 37 feet in the basin.
(CL 1226/02; BPs 178123-5) 45/02

Page 266—Paragraph 18, lines 2 to 3; read:
a concrete lighthouse tower maintained by the Coast Guard. The harbor is ...
(CL 711/02) 45/02

Page 267—Paragraph 19, line 3; read:
Scituate North Jetty Light 2A (42˚12'12"N., 70˚42'48"W.), 23 feet above the ...
(CL 711/02) 45/02

Page 267—Paragraph 19, lines 9 to 11; read:
harbor.
(CL 711/02) 45/02

Page 267—Paragraph 24, lines 2 to 12; read:
harbor, about 0.5 mile westward of the jetty light. Depths of 6 to 8 feet are reported alongside the outer floats; water and berths are available. Southward of the yacht club are the Satuit Boat Club and the Satuit Waterfront Club. Between them, there are two small-craft launching ramps and a marina with depths of 4 to 6 feet reported alongside the berths, and 8 to 10 feet reported alongside the service float. Gasoline, diesel fuel, water, and ice are available. The Scituate town pier is on the west side of the harbor, about 0.6 mile above the jetty light. Another marina with several floats is close southward of the town pier; gasoline, diesel fuel, electricity, water, and ice are available. A large parking lot is at the marina.
(CL 711/02) 45/02

Page 268—Paragraph 49, lines 4 to 23; read:
feet, are 0.6 and 1.2 miles eastward of the entrance, respectively; both are marked by buoys. An obstruction reported to be covered 6 feet is about 275 yards south-southeast of Bar-

COAST PILOT 1 (Continued)

tlett Rock. In 1987, an obstruction was reported 200 yards south of Bartlett Rock in about 42˚04'34.2"N., 70˚37'49.0"W. Jetties are on each side of the entrance; the east jetty is marked by a light. A channel, marked by a buoy at the entrance and a buoy inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf. In May 2002, the controlling depth in the entrance channel was 7.4 feet (8 feet at midchannel) to between the seaward ends of the jetties; thence in May 2001-May 2002, 1.3 feet in the left outside quarter with shoaling to bare in the remainder of the channel to the anchorage basin, thence 3.1 feet to the turning basin except for shoaling to 0.5 foot along the left edge of the channel near the mouth of Cut River, thence 1 to 4 feet in the south and west portions of the turning basin with shoaling to bare in the northeast corner. Depths of 2 to 4 feet were available in the anchorage basin except for shoaling to 1 foot in the northeast corner. Local ...
(NOS 13253; LL/01; BPs 175429-30;
CL 1655/01; CL 1606/02) 45/02

COAST PILOT 2 31 Ed 2001 Change No. 20
LAST NM 42/02

Page 137—Paragraph 149, lines 2 to 4; read:
with depths of 1 to 4 feet in the greater part of the bay. In October 2001, a controlling depth of 3.3 feet was reported in the narrow entrance channel north-northwest of **Thatch Island**.
(CL 1199/02) 45/02

Page 180—Paragraph 105, line 3; read:
eastern side of the island. Depths of 3 feet closer to shore to 12 feet in the middle are reported in ...
(CL 880/02; NOS 13209) 45/02

COAST PILOT 3 35 Ed 2002 Change No. 18
LAST NM 42/02

Page 243—Paragraph 158, lines 1 to 2; read:
Chart 12266.–Sharps Island Light (38˚38'20"N., 76˚22'39"W.), 54 feet above the water, is shown from a leaning, ...
(30/02 CG5; LL/02) 45/02

COAST PILOT 6 32 Ed 2002 Change No. 8
LAST NM 39/02

Page 211—Paragraph 7, line 3; read:
bottom. The lake has a greatest natural depth of 19 feet. St. Clair ...
(CL 927/02; NOS 14850) 45/02

Page 237—Paragraph 228, lines 5 to 6; read:
buoys placed 50 feet outside the channel limits. In 2002, the channel and basin had a reported controlling depth of 22 feet.
(CL 930/02) 45/02

Page 237—Paragraph 229, line 4; read:
2002, the reported controlling depth in the channel was 22 feet.
(CL 930/02) 45/02

Page 238—Paragraph 245, lines 4 to 5; read:
entrance is marked by private lights. In February 2002, the reported controlling depth was 9 feet in the entrance and the basin.
(CL 932/02) 45/02

Page 238—Paragraph 252, lines 5 to 6; read:
of the bank. A submerged wreck is ...
(CL 933/02) 45/02

Page 238—Paragraph 258, line 8; read:
hour. In 2002, the reported controlling depth alongside was 23.5 ...
(CL 933/02) 45/02

Page 239—Paragraph 262, line 4; read:
In 2002, shoaling to 5 feet was reported on the range line about ...
(CL 934/02) 45/02

Page 239—Paragraph 269, line 11; read:
outbound vessels leads **056˚** at about midchannel. In March 2002, the ...
(CL 934/02) 45/02

Page 239—Paragraph 269, line 16; read:
area. In 2002, reported depths of 11 to 22 feet were available in ...
(CL 934/02) 45/02

COAST PILOT 6 32 Ed 2002 Change No. 9

Page 124—Paragraph 111, lines 1 to 6; read:
In June 2002, the controlling depths were 18.4 feet in the upper entrance channel, thence 18.5 feet in the city-front channel to the Port Authority Marine Terminal (except for lesser depths along the edges), thence 23.4 feet in the lower entrance channel, and thence general depths of 19.2 to 21 feet in the turning basin with lesser depths along the S edge. In September 1998, the controlling ...
(BPs 178607-08; CL 1609/02) 45/02

Page 137—Paragraph 101, lines 1 to 2; read:
In May-October 2001, the controlling depths were 24.2 feet in the approach and in the channel through ...
(BP 176732; CL 395/02; BP 174820) 45/02

Page 137—Paragraph 101, lines 10 to 11; read:
channel leading SW to the turning basin had a depth of 18.9 feet with lesser depths along the edges of the channel, ...
(BP 176732; CL 395/02) 45/02

Page 137—Paragraph 125, lines 3 to 4; read:
pier extends laterally E to enclose the bay. In July 2001, the

COAST PILOT 6 (Continued)

controlling depth in the channel was 6.1 feet. The outer ends of the piers are ...
(BP 176720; CL 391/02) 45/02

Page 138—Paragraph 139, lines 6 to 7; read:
In July 2001, the dredged channel had a controlling depth of 8.7 feet.
(BP 177311; CL 572/02) 45/02

Page 138—Paragraph 151; read:
In July 2001, the controlling depths were 5.2 feet in the dredged channel to the boat launch ramp access channel, with 7.1 feet in the access channel, thence 5 feet in the dredged channel to deep water in the bay.
(BP 177312; CL 573/02) 45/02

Page 143—Paragraph 199, lines 5 to 8; read:
Tuscarora Bay. In May-June 2002, the controlling depths were 7 feet in the entrance and between the piers to the Public Dock on the E side of the river, thence 4.5 feet to the head of the project through Tuscarora Bay, except for shoaling to 1.7 feet along the NW edge of the channel opposite the Tuscarora Yacht Club and a 4-foot spot along the S side of the channel near Daybeacon 9.
(BP 178606; CL 1608/02) 45/02

Page 167—Paragraph 210, lines 4 to 7; read:
the outer end of the E breakwater. In May 2002, the controlling depth was 7.8 feet in the channel (except for shoaling to 5 feet along the NW edge of the channel from the outer end of the W breakwater to the West Breakwater Light), thence depths of 6 to 8 feet were in the basin with lesser depths along the edges.
(BP 178103; CL 1179/02) 45/02

Page 170—Paragraph 250, lines 6 to 10; read:
of the breakwaters and the piers at the river mouth. In April 2002, the basin had depths of 19.4 feet (25.7 feet at midchannel) with lesser depths along the edges, thence 23.1 feet (26 feet at midchannel) in the dredged river channel.
(BP 177989; CL 1132/02) 45/02

Page 172—Paragraphs 276 to 277; read:
In April-May 2002, the midchannel controlling depth was 25.5 feet in the W channel of the outer harbor to the southern limit of the triangular turning basin, thence 18.9 feet at midchannel to the mouth of the river, thence 19.9 feet to the mouth of Pinney Minnesota Slip, thence 16.8 feet in the river to a point about 2,000 feet above the mouth, thence 9.8 feet in the W half and 4.4 feet in the E half of the channel to the Fifth Street bridge, thence 9.2 feet in the N half and 1.4 feet in the S half of the channel to Ashtabula Yacht Club, thence 4.6 feet in the W half of the channel with shoaling to bare in the E half to the turning basin, thence 1.7 feet to the head of the project; the turning basin had depths of 1 to 4 feet.

In May 2002, the controlling depth in the E channel of the outer harbor was 19.6 feet (25.2 feet at midchannel) to the basin; the basin had depths of 26.5 feet in the center gradually decreasing to 17 feet to NE and 15 feet to the E with lesser depths along the E edge. The controlling depth in the triangular turning basin in the outer harbor N of the detached breakwater was 15.4 feet except for a 12-foot spot in the SE corner.
(BPs 178110-11; CL 1190/02) 45/02

Page 173—Paragraph 318, lines 1 to 5; read:
In March-April 2002, the controlling depths were 18.9 feet at midchannel in the entrance channel and outer basin channel to the piers, thence 16.4 feet (18.6 feet at midchannel) to the turning basin with 16 to 18 feet in the basin, thence 4.1 feet (7.9 feet at midchannel) to the ...
(BPs 178078-79; CL 1162/02) 45/02

Page 183—Paragraph 436, lines 1 to 8; read:
In April-May 2002, the controlling depths were 27.6 feet from deep water in the lake to the Lorain Yacht Basin (except for lesser depths to 24 feet along the edges of the channel), thence 22.6 feet (24.4 feet at midchannel) to just below the upstream Federal project limit. The turning basin on the SW side of the channel, 1.6 miles above the mouth, had depths of 20 feet except for a 17-foot spot near the N edge. The two turning basins at the head of the project, one on the N side of the channel and other at the head of the project, had depths of 14.5 to 20 feet and 8 ...
(BPs 177990-91) 45/02

Page 188—Paragraph 541, lines 6 to 8; read:
entrance channel from Lake Erie to the lakeward ends of the piers; thence in October 2001, 8.9 feet to the Monroe Street highway bridge (except for shoaling to 3.4 feet along the NW side of the channel near the entrance to Port Clinton Yacht Club and to 4.2 feet ...
(BP 176721; CL 392/02) 45/02

COAST PILOT 6 32 Ed 2002 Change No. 10

Page 135—Paragraph 93, line 6; read:
July 2001, the controlling depth was 6 feet in the ...
(BP 176722) 45/02

Page 142—Paragraph 184, lines 8 to 11; read:
the jetties. In August 2001, the controlling depths were 6.9 feet in the E and W approach channels, except for lesser depths along the edges of the channel near the ends of the jetties, thence 8.8 feet between the jetties to the harbor basin, thence 7.1 to 10 feet in the basin with lesser depths along the edges.
(BP 177313; CL 574/02) 45/02

Page 142—Paragraph 193, lines 3 to 4; read:
August 2001, the controlling depth was 9.3 feet (10.3 feet at midchannel) in the dredged channel. Depths of ...
(BP 177315; CL 576/02) 45/02

Page 185—Paragraph 465; read:
In May 2002, the controlling depths were 4.6 feet in the W approach and 5.6 feet (6.8 feet at midchannel) in the E

COAST PILOT 6 (Continued)

approach to the mouth of the river, thence 7.8 feet to the entrance of Superior Lagoon, thence 3.4 feet in the S half and 7 feet in the N half of the channel to the Liberty Avenue bridge.
(BP 178149) 45/02

Page 188—Paragraph 536, lines 5 to 8; read:
the jetties to the head of the harbor. In August-October 2001, the controlling depths were 3.3 feet (6.7 feet at midchannel) to the junction with the inner channel, thence 6.6 feet (7.3 feet at midchannel) to Daybeacon 17, and thence 5.5 feet to the upstream limit of the ...
(BPs 176775-77; CL 415/02) 45/02

Page 188—Paragraph 536, lines 16 to 18; read:
entrance. In August-October 2001, the controlling depth was 5.9 feet from the bridge SW through West Bay to the junction with the SE entrance channel. A 2.8-foot spot was along the SE edge of the channel just above the bridge. Boats drawing up to 3 ...
(BP 176776; CL 415/02) 45/02

Page 229—Paragraph 88, lines 5 to 8; read:
lights. In August 2002, the controlling depths were 10.2 feet (11.4 feet at midchannel) in the entrance and to the basin, thence 8.4 to 10 feet in the N 550 feet of the basin, thence gradually decreasing to 1.4 feet towards the S end.
(DD 3338) 45/02

Page 237—Paragraph 227, lines 5 to 10; read:
extends from the S side of the mouth. In 1997-November 2001, the controlling depths were 14.5 feet (16.8 feet at midchannel) to Alpena Light; thence in November 2001, 17.8 feet to the turning basin, thence 13.2 to 15 feet in the basin, thence 12 feet just past the turning basin at the head of the project.
(BPs 177719-21; NOS 14864) 45/02

Page 253—Paragraph 67; read:
In May 2002, the controlling depths were 12.9 feet (17.8 feet at midchannel) from deep water in Lake Michigan to Round Lake, thence 17.3 feet to Lake Charlevoix.
(DDs 3045-3046) 45/02

Page 262—Paragraph 259, lines 6 to 7; read:
the light on the S pier. In May-August 2002, the controlling depth was 24.7 feet (27 feet at midchannel) in the approach, through the ...
(DDs 3336-3337) 45/02

Page 317—Paragraph 796, lines 7 to 13; read:
marked by lights. In May 2002, the controlling depths were 14.2 feet (18.5 feet at midchannel) in the entrance and through Manitowoc Harbor to the mouth of the river, except for shoaling to 11.3 feet in the NW corner of the harbor, thence 14.8 feet (19.8 feet at midchannel) to the first Soo Line Railroad bridge, thence 10.3 feet (11.2 feet at midchannel) to the second Soo Line Railroad bridge, thence 6 feet (6.7 feet at midchannel) to the head of the project.
(DDs 3278-80) 45/02

Page 317—Paragraph 797, lines 5 to 6; read:
marked by a light and a daybeacon. In May 2002, the controlling depths were 6.3 feet (10.4 feet at midchannel) in the entrance, ...
(DD 3278, DD 3281) 45/02

COAST PILOT 6 32 Ed 2002 Change No. 11

Page 158—Paragraph 95, line 4; read:
Falls, N.Y. In November-December 2001, the controlling depth in ...
(BPs 176768-71; CL 407/02) 45/02

Page 166—Paragraph 202, lines 6 to 11; read:
channel limits are marked by buoys. In March-June 2002, the controlling depths were 15 feet from deep water in the lake to Dunkirk Harbor Buoy 8, thence 7.6 feet to the Municipal Pier.
(BPs 177975-76; BP 178250;
CL 1104/02; CL 1416/02) 45/02

Page 166—Paragraph 203, lines 5 to 12; read:
by lights. In March-May 2002, the controlling depths were 6.3 feet in the access channel along the E side of the Municipal Pier except for shoaling to 3.6 feet at the S end, thence 4.2 feet in the channel just S of the E breakwater, thence 5.9 feet in the access channel along the W side of the Municipal Pier and 5.1 feet in the channel S of the W breakwater except for shoaling to 2.7 feet in the NW corner.
(BP 177975; CL 1104/02) 45/02

Page 259—Paragraph 185, line 4; read:
are marked by lights. In August 2002, the controlling depth was 8.1 ...
(DD 3335) 45/02

Page 305—Paragraph 657, lines 6 to 11; read:
marked by lights. In April 2002, the controlling depths were 11.8 feet in the left half and 9.4 feet in the right half of the entrance channel between the piers and revetments to the basin (except for shoaling to 7.5 feet in the NW corner of the entrance channel near Kenosha Light), thence 17.5 to 25 feet in the basin except for lesser depths along the NW edge, thence 6.6 feet (12.9 feet at midchannel) to the 50th Street bridge.
(DDs 3276-77) 45/02

Page 321—Paragraph 850, lines 6 to 9; read:
detached pier, and the main outer section are marked by lights. In August 2002, the controlling depths were 7.8 feet (8.3 feet at midchannel) to the outer harbor basin, thence 2.2 feet (4.4 at midchannel) through the mouth of the river to the Second ...
(DD 3360) 45/02

COAST PILOT 6 (Continued)

Page 363—Paragraph 235, lines 2 to 5; read:
of the basin and 24 feet in the E part. In October 2001, the controlling depths in the W channel were 19.7 feet (20.5 feet at midchannel) to Buoy 8, thence 16.6 feet (17.6 feet at midchannel) to the head of the project.
(DDs 2781-2782) 45/02

COAST PILOT 9 20 Ed 2002 Change No. 6
LAST NM 37/02

Page 53—Paragraph 518, line 5 to Paragraph 519, line 1; read:
Valdez Arm, Valdez Narrows and Port Valdez.
(b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline through the points 60˚58.04'N., 146˚46.52'W and 60˚58.93'N., 146˚48.86'W.; and southwest of a line bearing 307˚(T) from Tongue Point at 61˚02.10'N., 146˚40.00'W.
(c) The Valdez Narrows VTS Special Area consists of …
(FR 8/19/02) 45/02

Page 53—Paragraph 520, line 1; read:
(d) Additional VTS Special Area Operating Requirements.
(FR 8/19/02) 45/02

Page 53—Paragraph 529; read:
(e) Reporting Points. (Table 161.60(d))
(FR 8/19/02) 45/02

Page 66—Paragraph 1026; read:
54˚22'10"N., 164˚59'29"W.

Part 167–OFFSHORE TRAFFIC SEPARATION SCHEMES

§167.1700 In Prince William Sound: General

The Prince William Sound Traffic Separation Scheme consists of four parts: Prince William Sound Traffic Separation Scheme, Valdez Arm Traffic Separation Scheme, and two precautionary areas. These parts are described in §§167.1701 through 167.1703. The geographic coordinates in §§167.1701 through 167.1703 are defined using North American Datum 1983 (NAD 83).

§167.1701 In Prince William Sound: Precautionary areas.

(a) *Cape Hinchinbrook.* A precautionary area is established and is bounded by a line connecting the following geographical positions:

Latitude	Longitude
60˚20.59'N	146˚48.18'W
60˚12.67'N	146˚40.43'W
60˚11.01'N	146˚28.65'W
60˚05.47'N	146˚00.01'W
60˚00.81'N	146˚03.53'W
60˚05.44'N	146˚27.58'W
59˚51.80'N	146˚37.51'W
59˚53.52'N	146˚46.84'W
60˚07.76'N	146˚36.24'W
60˚11.51'N	146˚46.64'W
60˚20.60'N	146˚54.31'W

(b) *Bligh Reef.* A precautionary area is established of radius 1.5 miles centered at geographical position 60˚ 49.63'N., 147˚01.33'W.
(c) *Pilot boarding area.* A pilot boarding area located near the center of the Bligh Reef precautionary area is established. Regulations for vessels operating in these areas are in §165.1109(d) of this chapter.

§167.1702 In Prince William Sound: Prince William Sound Traffic Separation Scheme.

The Prince William Sound Traffic Separation Scheme consists of the following:
(a) A separation zone bounded by a line connecting the following geographic positions:

Latitude	Longitude
60˚20.77'N	146˚52.31'W
60˚48.12'N	147˚01.78'W
60˚48.29'N	146˚59.77'W.
60˚20.93'N	146˚50.32'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60˚20.59'N	146˚48.18'W
60˚49.49'N	146˚58.19'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60˚49.10'N	147˚04.19'W
60˚20.60'N	146˚54.31'W

COAST PILOT 9 (Continued)

§167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.

The Valdez Arm Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60˚51.08'N	147˚00.33'W
60˚58.60'N	146˚48.10'W
60˚58.30'N	146˚47.10'W
60˚50.45'N	146˚58.75'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60˚49.39'N	146˚58.19'W
60˚58.04'N	146˚46.52'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60˚58.93'N	146˚48.86'W
60˚50.61'N	147˚03.60'W

(FR 8/19/02; CL 1798/02) 45/02

Page 94—Paragraph 192, line 8; read:
additional information.) (See **§167.1701, §167.1702, and §167.1703**, chapter 2, for limits and regulations.)
(FR 8/19/02) 45/02

Page 164—Paragraph 1388, line 5; read:
depth of 13 feet and marked by a seasonal buoy, is about 2 ...
(07/02 CG17; LL/01) 45/02

Page 164—Paragraph 1388, line 9; read:
avoided. The area eastward of Point MacKenzie is subject to drastic and continual change. In January 2002, shoaling to 17 feet was reported about 1.3 miles eastward of Point MacKenzie Light 7.
(01/02 CG17; LL/02) 45/02

Page 326—Paragraph 385, lines 14 to 17; read:
a sand beach, with rocks in the vicinities of the seal rookeries. A tall loran tower is about 2.2 miles NNE of the village of St. Paul, and an aerolight is about 1.1 miles E of the tower.
(14/02 CG17) 45/02

Page 326—Paragraph 404, line 2; read:
lights. In July 2001, depths of 12 to 24 feet are available in the entrance and the harbor ...
(BPs 175646-48) 45/02

Page 326—Paragraph 404, line 5; read:
docks with depths of 12.3 to 21.6 feet alongside and deck heights of ...
(BP 175646) 45/02

Page 338—Paragraph 622, lines 9 to 10; read:
Snake River. In June 2002, the controlling depth was 6.3 feet (8 feet at midchannel) to the basin; thence 7.1 to 8 feet in the basin with lesser depths along the south edge.
(BP 178621) 45/02